

Message Text

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ACTION ARA-10

INFO OCT-01 ISO-00 EB-08 DOTE-00 AID-05 IGA-02 OMB-01

TRSE-00 XMB-02 CIAE-00 INR-07 NSAE-00 SP-02 L-03

EUR-12 /053 W

-----091616Z 087256 /41

R 082211Z MAR 77

FM AMEMBASSY CARACAS

TO USDOC WASHDC

INFO SECSTATE WASHDC 6878

LIMITED OFFICIAL USE SECTION 1 OF 2 CARACAS 2403

PASS TO OED/MEPD AND OIM. STATE ALSO PASS TO EXIMBANK

E.O. 11652: N/A

TAGS: BENC, VE

SUBJECT: MAJOR PROJECT: CARACAS PEOPLE MOVER PROJECT

REF: CARACAS 2307 AND CARACAS 2352

1. PROJECT NAME: CARACAS PEOPLE MOVER PROJECT; CARICUAO TO CITY CENTER TO CARABALLEDA.

2. BRIEF DESCRIPTION: AN URBAN MASS TRANSIT SYSTEM INTER-CONNECTING WITH THE CARACAS METRO AND SERVING CARICUAO AT ONE EXTREME AND CARABALLEDA/MAIQUETIA AIRPORT/CATIA LA MAR AT THE OTHER. THE TECHNOLOGY PROBABLY WILL BE RUBBER-TIRED ELECTRIC-POWERED PEOPLE MOVERS RUNNING ON CONCRETE GUIDEWAY. THE FIRST PHASE INVOLVES A 20 KILOMETER SEGMENT FROM CARABALLEDA TO CATIA LA MAR. THE SECOND PHASE WOULD INVOLVE TWO INTERCONNECTIONS WITH THE CARACAS METRO, AT PLAZA VENEZUELA AND EL SILENCIO, WITH A LINE TO ANTIMANO AND CARICUAO. THIS LINE WOULD BE 15 PERCENT TUNNEL, 15 PERCENT GRADE AND 70 PERCENT ELEVATED. THE THIRD PHASE WOULD CONNECT WITH THE METRO AT THE CATIA STATION AND GENERALLY

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FOLLOWS THE EXISTING SUPER-HIGHWAY TO MAIQUETIA AIRPORT TO INTERCONNECT WITH THE FIRST PHASE SEGMENT. REPORTEDLY NO MAJOR TUNNELS NOR BRIDGES WOULD BE NEEDED. TOTAL SYSTEM WILL BE ABOUT 80 KILOMETERS, RUNNING 800 CARS WITH A RATED CAPACITY OF 40,000 PEOPLE PER HOUR.

3. EXECUTING AGENCY/PROJECT MANAGERS:

DR. ENRIQUE DELFINO
DELPRE C.A. (DELPRECA)
PARQUE CENTRAL-EL CONDE
EDIFICIO EL TEJAR NIVEL 7 OFICINA 107
CARACAS

AND, INGENIERO ROBERTO AGOSTINI, PRESIDENT,
INSTITUTO AUTONOMO ADMINISTRACION FERROCARRILES
DEL ESTADO (IAAFE)
EDIFICIO STEMIO, PISO 3
AVENIDA PRINCIPAL DE LOS RUICES
CARACAS

DELFINO PRESENTLY IS BUILDING THE PARQUE CENTRAL COMPLES
AND IS INVOLVED IN A NUMBER OF OTHER VENTURES. THE
RAILROAD INSTITUTE NOW IS ANALYZING BIDS FOR A BILLION
DOLLAR RAILROAD TO CIUDAD GUAYANA. THEY WILL FORM A
50-50 JOINT VENTURE TO BUILD AND OPERATE THIS SYSTEM
UNDER A 25-YEAR FRANCHISE, WITH THE SYSTEM THEN TO REVERT
TO THE GOVERNMENT.

4. STATUS OF PROJECT/ANTICIPATED BID DATES: DELPRECA
REPORTEDLY ALREADY HAS STARTED TAKING SOIL SAMPLES ON THE
FIRST SECTION ALONG THE COAST. THE CONCESSIONNAIRE
CORPORATION HAS BEEN APPROVED IN PRINCIPLE BY PRESIDENT
CARLOS ANDRES PEREZ, ACCORDING TO DR. DELFINO, AND THE
CABINET WILL APPROVE THIS WEEK A DECREE AUTHORIZING
FORMATION OF THE CORPORATION, ITS CAPITALIZATION, AND THE
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ISSUANCE OF THE NECESSARY GOVERNMENTAL GUARANTEES. DR.
DELFINO REPORTS HE HAS CONTRACTED FOR AND WILL RECEIVE
A FEASIBILITY STUDY ON THE EQUIPMENT SYSTEMS FROM
MESSERSCHMITT-BOELKOW-BLOHM ALSO THIS WEEK. HE HAS
REQUESTED FINANCIAL PROPOSALS FROM SIX POSSIBLE
EQUIPMENT SUPPLIERS MARCH 21. BIDS WILL BE CALLED MAY
18. DELFINO EXPECTS TO START CONSTRUCTION BY JUNE, 1977
AND WISHES TO HAVE A DEMONSTRATION SEGMENT INVOLVING
A TEN KILOMETER STRETCH BETWEEN CATIA LA MAR AND LA
GUAIRA IN OPERATION WITH TEN VEHICLES BY DECEMBER, 1978.

5. ESTIMATED PROJECT COST/FOREIGN CONTENT: ONE SOURCE
HAS CITED TOTAL FINAL SYSTEM COST AT DOLLARS ONE BILLION.
IMPORTED TRANSIT CARS ELECTRIFICATION, CONTROLS, ETC.,
WOULD COST BETWEEN \$300 MILLION AND \$400 MILLION.

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ACTION ARA-10

INFO OCT-01 ISO-00 EB-08 DOTE-00 AID-05 IGA-02 OMB-01

TRSE-00 XMB-02 CIAE-00 INR-07 NSAE-00 SP-02 L-03

EUR-12 /053 W

-----091615Z 087870 /42

R 082211Z MAR 77

FM AMEMBASSY CARACAS

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6. COMPETITIVE FACTORS: ACCORDING TO DELFINO, THE
FOLLOWING FIRMS HAVE BEEN INVITED TO SUBMIT PROPOSALS:

(A) PAC OF SPAIN

(B) FIAT OF ITALY

(C) MAN OF GERMANY

(D) MATRA OF FRANCE

(E) THE COMPANY OR COMPANIES THAT BUILT THE SAPPORO,
JAPAN PEOPLE MOVER SYSTEM (KAWASAKI HEAVY INDUSTRIES?)

(F) WESTINGHOUSE

MBB, AS NOTED ABOVE, HAS PREPARED A FEASIBILITY STUDY
ON ALTERNATIVE EQUIPMENT BUT APPARENTLY IS NOT SUBMITTING
A PROPOSAL AS A VENDOR. ABAM ENGINEERS INCORPORATED
AND CONCRETE TECHNOLOGY, INC., BOTH OF TACOMA,
WASHINGTON, ARE PREPARING A FEASIBILITY STUDY ON INFRA-
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STRUCTURE REQUIREMENTS. DELFINO STATED THAT HE THOUGHT
THAT MATRA AND WESTINGHOUSE WERE THE FRONT RUNNERS
FOR THE EQUIPMENT. OTHER CONTACTS WITH WHOM THIS

PROJECT HAS BEEN DISCUSSED ALSO MENTIONED WESTINGHOUSE AND MATRA, AS WELL AS MBB, AS HAVING THE INSIDE TRACK. THE SPANISH PROPOSAL APPARENTLY WILL INVOLVE A SYSTEM SIMILAR TO THE VERTEBRATED TRAIN NOW BEING TESTED IN THE CANARY ISLANDS. THE ITALIAN PROPOSAL WILL BE FOR A TRAIN SYSTEM WITH A COUNTER-BALANCING MECHANISM WHICH ALLOWS HIGH SPEED OPERATION ON LOW QUALITY TRACKAGE. DR. DELFINO INDICATED THAT AN ADEQUATE FINANCING PACKAGE WILL BE CRUCIAL TO THE SUCCESS OF THE EQUIPMENT SUPPLIERS. HE STATED THAT WESTINGHOUSE HAS BEEN ON THE GROUND FOR FOUR OR FIVE YEARS NOW, THAT HE WOULD GIVE TO A WESTINGHOUSE FINANCE VP (PAUL MCCLUSKEY) THE ECONOMIC FEASIBILITY STUDY, PROJECTED CASH FLOW, AND BALANCE SHEETS THIS WEEK, PREPARATORY TO WESTINGHOUSE'S SUBMITTING A REQUEST FOR AN EXPRESSION OF INTENT FROM EXIMBANK.

7. COMMENT: EMBASSY WILL BE PROBING FURTHER BUT AS FAR AS WE CAN TELL, PRESIDENT CARLOS ANDRES PEREZ INTENDS TO CUT THE RIBBON ON THE FIRST PHASE OF THIS TRANSPORTATION SYSTEM BEFORE NATIONAL ELECTIONS AT THE END OF NOVEMBER 1978. THE TRAFFIC SNARLS ENCOUNTERED BY WORKERS GOING TO AND FROM ANTIMANO-CARICUAO AND BY THE "BURGUESIA" GOING TO AND FROM THEIR WEEK-END PLEASURE DOMES ON THE COAST HAVE GREAT POLITICAL IMPACT. CONVERSELY, ENGINEERS IN THE OLD MINISTRY OF PUBLIC WORKS AND OF COURSE IN THE METRO PROJECT OFFICE BELIEVE THIS PROJECT TO BE ILL-CONCEIVED AND BEARING NO RELATIONSHIP TO OVERALL TRANSIT PLANNING. (SEE CARACAS 2307).
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Message Attributes

Automatic Decaptioning: X
Capture Date: 01-Jan-1994 12:00:00 am
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: n/a
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Decaption Note:
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Disposition Approved on Date:
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Disposition Comment: 25 YEAR REVIEW
Disposition Date: 22 May 2009
Disposition Event:
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Disposition Reason:
Disposition Remarks:
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Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Expiration:
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From: CARACAS
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Litigation History:
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Office: ACTION ARA
Original Classification: LIMITED OFFICIAL USE
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 4
Previous Channel Indicators: n/a
Previous Classification: LIMITED OFFICIAL USE
Previous Handling Restrictions: n/a
Reference: 77 CARACAS 2307, 77 CARACAS 2352
Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 30-Mar-2005 12:00:00 am
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 3181137
Secure: OPEN
Status: NATIVE
Subject: MAJOR PROJECT: CARACAS PEOPLE MOVER PROJECT
TAGS: BENC, VE
To: COM
Type: TE
vdkgvwkey: odb://SAS/SAS.dbo.SAS_Docs/343cfebb-c288-dd11-92da-001cc4696bcc
Review Markings:
Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
22 May 2009
Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009